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W.W. JONES & CO.  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.

## CEMETERY MEMORIALS.

Designs and Prices on application.  
Queens' Road Central. (2657)

A. S. WATSON & CO., LIMITED.

## CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the manufacture throughout.

The Water is proved by repeated analyses to be Absolutely Pure.

For COAST PORTS. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

## PURE AERATED WATER

## SODA WATER

## LEMONADE

## POTASH WATER

## SELTZER WATER

## BITUMEN WATER

## SARSAPARILLA WATER

## TONIC WATER

## GINGER ALE

## GINGER BEER

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897.

**NOTICE TO CORRESPONDENTS**  
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Communications addressed to THE EDITOR, and communications addressed to the Editor, not for publication, but as evidence of good faith.

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No personally signed communications that have already appeared in other papers will be inserted.

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Telephone Address PARIS—A.B.C. Code.

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## The Daily Press.

HONGKONG, JUNE 26th, 1897.

The energy and activity of the Representatives of the French Republic at Peking are certainly to be commended. It is undeniable that M. GERARD has the interests of his country thoroughly at heart, and it is obvious that he does not intend to let slip a single opportunity for obtaining either real or fancied concessions for them in the Middle Kingdom. While the British Government have been engaged securing from China compensation for the injury done to British interests by the cession of a portion of the lately created buffer state in the Shan country between Burma, Tonkin, and Yunnan, the French Minister, who has evidently kept himself fairly posted on what was going on, has been steadily at work endeavouring to bring from the Tsung-li Yamen for French citizens advantages corresponding to those which were demanded by the British Government. Another convention between France and China has, as a result of his efforts, been signed at Peking, which REUTHER tells me concedes to France fresh commercial and political advantages in the provinces bordering Tonkin. It also "authorizes the extension of the Kwangsi railways towards the interior, which will allow France to penetrate Yunnan in the direction of 'Yunnanfu.' Nor is this all. By a clause in the convention it is provided that

"French engineers are permitted to work mines in the Chinese frontier provinces." It is rather difficult from this very brief summary of the concessions made to France to form a just appreciation of their real value. They may mean very much or very little. The Chinese Government undoubtedly intend them to prove illusory and valueless; the French, by perseverance and some judicious bullying, contrive to render them of some effect. The reference to the "Kwangsi railways" in reassuring to the minds of French engineers, no doubt, but as the Tonkin railways have first to reach the frontier from Langson, and are then to be made through a sparsely inhabited country—a sort of nowhere to nowhere line—sanction being first obtained from the provincial Government and the necessary funds to be found by French capital on seemingly doubtful security,

it may be many years before the projected line really reaches the interior of Kwangsi. Supposing, however, all initial difficulties surmounted and the iron horse snorting across Kwangsi, the extension into Yunnan would not prove either simple or inexpensive. The country is wild, mountainous, and thinly peopled. The suppression successively of the Taiping and Mahomedan rebellions by the Imperial Government resulted in vast districts being wholly depopulated; and travellers describe what were formerly fertile valleys between the ranges as the abodes of malaria, strewed only with the ruins of once thriving towns. It is true that Yunnan produces opium in

large quantities, and that its copper mines are still very rich, while salt is abundant. The other mineral resources of the province are not inconsiderable, but there is an entire lack of enterprise among the natives, and the climate is in many districts very enervating and sickly. The permission accorded to French engineers to work mines in Kwangsi and Yunnan is no doubt meant in a Pickwickian sense by the mandarins, and would, if dependent on their compassions, probably prove about as valuable as Article VII. of the Treaty of 1885, negotiated by M. PATENOIRE, which provided that China might have recourse to French industry when constructing railways. But if the Tsung-li Yamen regard the new treaty in the same light, M. GERARD assuredly will not do so. In 1886 the Chinese bubble was not pricked, and M. PATENOIRE was glad to take a vague understanding where he could not extort a pledge. The new Convention is more explicit, and though the Chinese will find no difficulty in showing cause for interminable delay and obstruction, the French Minister will never cease to insist upon the enforcement of the convention now he knows that by doing so his end can be attained. The concessions secured by the new Treaty will open the door to difficulties on the frontier and may move the way for future conflict and possibly the ultimate annexation of Yunnan—or a portion thereof. The Chinese Government have given certain rights and privileges to French citizens which they have hitherto steadfastly refused to all foreigners, and they think that these will not be claimed or can at pleasure be denied, they are reckoning without the host.

The N. P. steamers *Tacoma* and *Mogul* arrived at Tsumoto from Yokohama on the 23d instant.

The O. & C. steamer *Bogin* with mails, &c., left Shanghai for this port on Thursday, the 24th inst. at 5 a.m.

The steamer *Chittagong* from Portland, Or., left Moji on 22d inst., and may be expected here on or about the 30th inst.

The North China Gold Territories Development Co., Limited has been registered in England with a share capital of £25,000 to develop the mineral resources of the territories belonging to Prince T'ien in Eastern Mongolia.

Mr. Cheah Chee Kok, a well-known resident of Peiping, has offered, in honour of the Queen's Diamond Jubilee, to erect in Peiping a clock tower and fountain at a cost of \$30,000. The Peiping Municipal Commission have accepted the generous offer.

Besides the four large torpedo-boats with a speed of thirty-two knots ordered in Germany by the Chinese Government, it is reported by the Japanese Government has ordered from the same quarter nine large torpedo-boats or destroyers, with a minimum speed of twenty-eight knots.

In conclusion I am to state that His Excellency the Governor very much regrets that there should have been any misunderstanding with regard to this matter and that any discussion should have been had, to settle the question of the 17th June. We trust the young lady was endeavouring to avoid a dry sash met with a very bad fall, breaking her knee-cap and being severely shaken.

In one account of the Diamond Jubilee proceedings we stated that the *Times* had reported that the steamer of an unknown accident whilst at the parade rehearsal of the Barracks on the 16th June. He was, so we are informed, trying a new horse when he fell, and was severely shaken in his saddle, and his master removed him to his quarters and medical assistance called in, and he is now reported to be as well as could be expected.—*Yueh Press.*

A meeting of the Legislative Council will be held on Monday next at three o'clock. The following are the orders of the day:

Financial minute No. 1. Report of the Finance Committee. (No. 3.) Report of the Public Works Committee. (No. 3.) Question by Hon. T. H. Whitehead.

First reading of a Bill entitled an Ordinance to authorise the appropriation of a further sum of nine hundred dollars to defray the expenses of the office heretofore known as that of the Colonial Surgeon.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

The retiring American Consul of Foochow Col. J. C. Long, should feel gratified at having to carry with him the confidence and esteem of the entire foreign community at Foochow, and the loyalty and friendship of his own countrymen in China. At the time of his departure he was anxious that investigation Colonel Hixson alone survives, Captain Newell and Dr. Gregory both having died soon after the investigation was concluded; and even Col. Hixson, with his well-known frank and abilities in that difficult problem, was left with a lasting impression upon the Chinese mind. Only one American lady was slightly injured during that massacre, but the investigations made by the British and American authorities was no less energetic upon the part of the latter. The number of deaths in the Chinese massacres was in the middle of the rainy season illuminations were altogether out of the question. Gradually this idea became modified and illuminations for one night were included in the programme, in the hope that the weather might prove favourable and astute want on the enthusiasm of the people. The original idea was that the illuminations were to be held on the 6th year of the reign of Her Most Gracious Majesty the Queen.

The illuminations on land and water (including the procession of boats) will take place on the evening of the 22d June, commencing at 9 p.m.

J. H. STUART LOCKHART,  
Colonial Secretary.

[Enclosure.]

The Jubilee Committee have the honour to invite the public to a general illumination of the harbours and buildings on the occasion of the celebrations to be held in commemoration of the 60th year of the reign of Her Most Gracious Majesty the Queen.

Whoever refers to the above will at once understand that the Government regret that in the course of the Jubilee proceedings which appeared in the report of the Jubilee Committee, the 17th June, was made under the influence of a desire to give effect to the changes in the name and style of the Royal Family, and that the Queen's name was omitted.

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What the Government regret is that in the course of the Jubilee proceedings which appeared in the report of the Jubilee Committee, the 17th June, was made under the influence of a desire to give effect to the changes in the name and style of the Royal Family, and that the Queen's name was omitted.

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## TO CONSIGNEES.

TICKET TO CONSIGNEES.

E. P. &amp; O. S. N. Co.'s Steamship

"PRINCESS."

FROM BOMBAY AND STRAITS.

Captain of *Chung* in the above-named vessels have hereby informed that their goods are being packed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods will be released by the 23rd inst. at 4 P.M. to be sent to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 21st June, 1897. [1430]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CATHERINE PENANG, AND

SINGAPORE.

THE Company's Steamship

"CHELVYRA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from vessel.

Cargo intended for the steamer remaining on board will be delivered to Consignees of the 5th instant will be subject to Consignee's risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by J. ADDISON, MATTHESON & CO., General Managers.

Hongkong, 22nd June, 1897. [1444]

FROM HAMBURG, PENANG, AND

SINGAPORE.

THE Company's Steamship

"SENTA"

Captain T. Voss, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for counter-signature by the undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

Any cargo impeding her discharge will be handed into Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited and stored as Consignee's risk and expense.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after 1st July will be subject to rent.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant.

No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 25th June, 1897. [1453]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MYRMIDON"

are hereby notified that the cargo is being discharged into Craft, and/or land at the Godowns of the Undersigned; in both cases it will be an *Open-Top* Risk. The cargo will be ready for removal from Craft or Godown within the 20th inst. and all goods remaining undelivered after 1st July will be subject to rent.

Goods undelivered after the 3rd July will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined on 11th July.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th June, 1897. [1451]

NOTICE TO CONSIGNEES.

THE E. P. &amp; O. S. N. Co.'s Steamship

"MALACCA"

FROM ANTWERP, LONDON, GIBRAL-

TAR, AND STRAITS.

Consignees of the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel carries on cargo -

From Madras, etc., India.

Optional goods will be landed unless special instructions are given to the contrary before 4 P.M. To-day.

Goods not cleared by the 30th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 24th June, 1897. [1452]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,

LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA"

Captain Williams, will be despatched as above

TO-DAY, the 26th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 25th June, 1897. [1452]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMoy AND TAMSUI.

THE Company's Steamship

"FORTUNA"

Captain Robson, will be despatched as above

TO-DAY, the 26th inst. at Noon.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 25th June, 1897. [1451]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMoy AND TAMSUI.

THE Company's Steamship

"FORTUNA"

Captain Robson, will be despatched for the

above ports T.C.D.Y. the 26th inst. at Noon.

For Freight or Passage, apply to

DOUGLAS LAPEIRRE &amp; CO.,

General Managers.

Hongkong, 25th June, 1897. [1454]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR CHEFOO AND TIENSIN

VIA SWATOW.

THE Company's Steamship

"KWEIYANG"

Captain Oudeh, will be despatched as above

on MONDAY, the 28th inst. at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 25th June, 1897. [1440]

FOR SINGAPORE, HAVRE, AND

HAMPTON.

(Taking cargo at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LISBON, OPORTO,

LIVERPOOL, and BREMEN).

THE Company's Steamship

"THEHLA"

Captain H. Stier, will be despatched for the

above ports on WEDNESDAY, the 30th inst.

at 4 P.M.

For Freight or Passage, apply to

SIEMSEN &amp; CO.,

Agents.

Hongkong, 25th June, 1897. [1430]

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at QUEENSLAND Ports, and taking

through cargo to ADELAIDE, NEW

ZEALAND, &amp;c.)

THE Steamship

"MENNUR."

Captain McArthur, will be despatched for the

above Ports TO-DAY, the 26th inst. at NOON.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh

Provisions, Ice, &amp;c., throughout the voyage.

N.B.-Return Tickets issued by this Com-

pany to and from the steamer of the China Navigation

Company, and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 21st June, 1897. [1428]

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